

THE CIMARRON NEWS AND PRESS

NOTE—The type used in this heading is from the old plant of the Cimarron News and Press and was used for a heading for the paper in the seventies.

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NO. 21

A VERSATILE MAN IS ENGINEER A. G. ALLAN

**Railroad Work in all Parts of the Globe Has
Been His Lot—Varied Experiences
With Indians.**

Mr. A. G. Allan, engineer in charge of the construction of the Cimarron & Northwestern, is an engineer of unquestioned ability and a man of interesting personality. He was born in Madras, East India, in 1866, and comes of a family of engineers. His father was in the service as an engineer, to which branch he and also his brothers were attached at the completion of their education. Mr. Allan was educated at Clifton College, Gloucestershire, England. He came to America in 1883, and for the ensuing nine years was engaged in hydraulic engineering in the states of Colorado, Nebraska and Idaho, where he was employed on some important irrigating systems. Mr. Allan then engaged with the Santa Fe as engineer in charge of bridge masonry, and later became a division engineer of construction. He was in charge of the northern division of the Eastern Oklahoma railroad. In 1893, Mr. Allan left the Santa Fe in connection with Engineer J. R. Stevens, who had been engineer in charge of construction with the Santa Fe, and engaged with the Grand Trunk Railway System, for new work in laying out and building a trans-continental route. He was placed in charge of an exploration party with instructions to explore, compile maps and make estimates for the building of a railroad through a block of five hundred miles of hitherto unexplored swamp and forest land, in the Hudson Bay country.

Mr. Allan's story of his varied experiences in the pioneering on this great country are interesting in the extreme. Leaving civilization behind he proceeded to White Dog, an Indian trading post of the Hudson Bay company, where he procured guides, Indian packers and supplies for his long journey. The Hudson Bay company is an immense trading organization which has been in existence ever since the white man took possession of the wilds of the country drained by the Hudson Bay tributaries, and is one of the strongest organizations in the commercial world. Their trading in the more remote portions of the country is practically all with the Indians, and every Indian within a radius of fifty or one hundred miles of the post is in the employ of the company either as a guide, packer or trapper. The Indians of the Hudson Bay country are of the Ojibway nation, and are in direct contrast with the Indians known to the American people. The Ojibways are a truthful, industrious, temperate people, inured to the hardships of the north, and as a tribe have

been in the employ of the Hudson Bay company for two hundred years. The packers, runners and guides are men of wonderful physique. The ordinary load for a packer is five hundred pounds, and these men carry easily an amount which would crush the average untrained man. When the services of any of these Indians is desired in that country it is necessary to visit the agent of the Hudson Bay company, who will supply the necessary men. On his exploration trip, Mr. Allan required the services of two guides and six packers. For these he applied to the agent at White Dog, and the next day found himself facing nine of the tribe of Ojibways, who were sitting on a bench in the company store. With these men he made a compact, the agent acting as interpreter walking up and down before the men. These men were to accompany him and serve him faithfully through the five hundred miles of unknown wilds, and were to remain with him to the end. In return he was to provide their supplies, was to care for them in their sickness, and at the end of their journey, or in case of incapacity was to return them to the bench on which they were sitting, and to pay the agent of the Hudson Bay company their full wage for all the time they were in his service. This compact sealed, the party set out the next day on the arduous trip. Only the necessary supplies, provisions and medicines were taken, together with one transit and necessary supplies for maps, diaries, etc. The only tent was a small piece of canvas. Mr. Allan's instructions were to take a certain course through the forest. Taking latitude and longitude from the sun, each twenty-five miles, the party navigated the forest as a sailor sails the sea, covering the five hundred miles in a little less than five months, cutting their way through forests at times with axes, from lake to lake, and then using canoes across the lakes. Several months of this trip were made without meeting a human being. Moose meat served as the chief ration practically all the time. A map was completed of the entire stretch of country, approximately five miles in width, and the route laid out for the railroad. Mr. Allan was afterward employed as locating engineer on this line, and served with the Grand Trunk until early in 1907, when he was compelled to leave the Canadian country on account of his health. He took charge of the building of the Cimarron & Northwestern railroad on account of the exceptional conditions of the climate here, and is highly pleased with the locality.

DETERMINED TO WED DESPITE AGE OF BRIDE

From the Raton Range.

J. O. Young, of Rocky Ford, Colo., was placed under arrest by Deputy Sheriff Gale yesterday afternoon on a charge of unlawfully contracting marriage with Bessie Haines, a sixteen-year old miss, also from Rocky Ford, and hereby hangs a tale.

Young, who is all of 30 years of age, and Miss Haines appeared at the courthouse here last Saturday afternoon and applied for a marriage license, but were refused on account of the young lady being under the requisite age. The couple then went South to Las Vegas and claim they were married in that city. They returned to Raton Monday and were detained here on account of word having been received from the stepparents of the girl protesting against the marriage and asking that the couple be kept here until their arrival.

Tuesday the stepparents arrived on the scene, went before Judge Bayne and swore out a warrant for Young's arrest on the above grounds. He was

found at the Palace hotel, together with his bride. Mr. Young was taken to the county jail, where he will be held pending the arrival of necessary papers from Las Vegas. Young's attorney from Rocky Ford arrived in the city this morning to look after his client's interests.

LUMBER AND MATERIAL FOR BUILDING AT KOEHLER

The Rocky Mountain yards here contain a large amount of lumber and timber which are being shipped to Koehler for use in the building of the immense new washer and the various trams which are being constructed in the development of the big Rocky Mountain camp in the old Crow Creek locality. This material is furnished to the Rocky Mountain company here by the Continental Tie and Lumber company from their big mill up Dean canon, and is the very best grade of dimension material. The timber of the Cimarron country alone is a wealth, and the lumber industry employs a large number of men all at good wages. This industry is adding daily to the prosperity of the country.

THE NATION'S HEROES.

JOSEPHINE FOSTER.



The graves we decorate in love today
Hold more than dead—they coffin much of hope,
And love and sweet anticipation lie in them;
Cradled beneath the sod mid must and mold
Lies many a fond ambition from whose dust
The roots of promise spring to blossom
In the glorious freedom thus blood-bought for us.
The stars that shine alike on mounds and men
Are symbol on our banner 'neath which lies
The forms beloved that gave a nation life,
They shine on love that makes immortal the great sacrifice
Love that keeps green the oval tombs of war,
Love that plucks blossoms for the heroes' graves
And flings them in the living paths of men;
That loves the living as it loves the dead
And honors feeble hands and tottering feet
That once walked in war's ways.
They who lie buried missed the greater strife
That we who weep above them bravely face,
And we who honor manhood offer you the homage of our souls,
We give the due of heroes to you soldiers living-dead,
Our freedom is the honor of your days.

AN UNPLEASANT TALE OF A DRESS SUIT

**"Speaking of Social Functions and Dress
Suits," Said Engineer A. G. Allan to the
News Man the Other Day.**

"I had a dress suit once, but it was a long time ago. I brought a magnificent outfit, including dancing shoes, from England to a South Dakota ranch, and for a short time cut a wide swath attending country dances at lonely school and ranchhouses.

But Pride got a great fall. One night at a dance one of the country gentlemen there handed me a full bottle of the malted article which "made Milwaukee famous" in such a way that it broke on the back of my neck. I don't object to being handed beer, but like it in smaller doses, and not hurled through the air in wads.

This unfortunate occurrence dampened my dancing ardour, and spoilt my famous white shirt with the 383 button. It also slightly put my four bottom waistcoat "hors de combat."

Several summers faded away and winters came, and still my dress suit, or rather what was left of it, still was treasured. But one day when poverty stricken for raiment, the fates tempted me to wear the coat round the ranch.

My duty at the time was Chief Valet to about fourteen teams of mules, and it was not long before my

swell attire attracted the attention and the heels of one of them—in my flight through space my coat caught on a nail and tore off half the tail.

However that was the least of all my troubles, so I jogged along with one tail full spring.

But alas in chasing a hog through a barbed wire fence, something behind caught, and with a sickening rip, I left the lone survivor of the swallow tail hanging on the top wire.

I wore that beloved coat—now an Eton jacket—till the summer suns had tinged it a beautiful pea green, the collar had split and frayed, and there was neither buttons or button holes left.

One day while heated in the pasture of shocking wheat, I left my surplus clothing in the corner of the field, and later on was horrified to find that the idiot driving the boiler had used my twelve pound ten shilling and sixpenny coat in mistake for a bunch of rags to wipe his machinery with.

So now in the language of the famous soap advertisement I can truthfully say "I used a dress suit several years ago, and have never used any other since."

FREIGHT TRAFFIC ON ROCKY MOUNTAIN ROAD

The freight traffic of the Rocky Mountain route in and out of the Cimarron country is a surprise to every one who is familiar with the conditions. The building of the road has given a remarkable stimulus to the business of the country which it traverses, and every industry represented has made wonderful advancement since the advent of the increased shipping facilities. While the railroad of course will profit by the business in the country, and every particle of property will be advantageously affected. During the month of March the railroad did a very satisfactory business in this locality. During April this business was nearly doubled, and May will show a very flattering increase. More than one other freight matter are handled through Cimarron each month. A large portion of this goes to Ute Park, where it is freighted to Elizabethtown and Taos, and surrounding ranches

and mining camps. The increased freight traffic is one of the best evidences of the prosperity of the community.

Base Ball.

From the Raton Range.

Raton won a very much one-sided game from Cimarron on the East Side grounds last Sunday afternoon by a score of 25 to 1. The weather was disagreeable, clouds of dust blowing, much to the discomfort of players and spectators alike. The Cimarron team was accompanied by a large crowd of rooters, who were somewhat discouraged by the setback their players received. The line-up was as follows:

Raton—Brooks, c; Crabtree, 1 f; Butz, ss; Fisher, p; Leason, 1b; Erington, 3b; Broughton, rf; Weimer, lf; Cordova, 2b.
Cimarron—Duckworth, c; Barr, lf; Livingston, ss; Cole, p; Guley, 1b; Chadwick, 3b; Snyder, rf; Griebel, 1; Batz, 2b.

CONSTRUCTION WORK IS BEING PUSHED

**Curves and Grades Will be Eliminated in
Ascent Up Ponil Canon—1400 Feet Climb
in Twenty-Two Miles.**

About the busiest place in Colfax county just now, is up in Ponil Canon, along the right of way of the new Cimarron & Northwestern railway.

In this canon, so rich in historic interest, abounding in the beauties of mountain and valley, forest and stream, so close to the heart of nature, is just now being enacted one of the most important chapters in the history of the great southwest.

Within a stone's throw of the ancient dwelling-place of Kit Carson, is being stored the bridge material for half a hundred bridges which the railroad will require, to eliminate as much as possible curves and grades, in the ascent up Ponil Canon. Along through the famous French and Chase ranches are camps of railroad graders, and further up the canon are corps of engineers and camps of lumbermen the former completing the surveys and placing the grade stakes and the latter getting out the ties and building materials for the road, out of the virgin forests of the upper canon.

The Cimarron and Northwestern railway leaves the St. Louis, Rocky Mountain & Pacific railway at the eastern edge of the Cimarron townsite, where they have more than twenty-five acres of station grounds. Here is already built a large warehouse, 50x100 feet, for the storage of grain, provisions, etc., for the various camps, and here are being graded more than a mile and a half of side tracks. These tracks are placed just the proper distance apart so that a double pile of lumber may be placed between, and here will be located the storage yards of the Continental Tie and Lumber company. The station grounds and lumber yards are on a slight elevation, and constitute a most handsome site for the purpose. The grading for the yards is well along and will be virtually completed ere the end of this week, ready for tracking. Leaving the station grounds the new road will enter the famous French ranch by a slight grade, crossing the French irrigating ditch system by a two-span bridge. In mile two, occurs the heaviest fill on the entire line, a fill of four thousand yards. From this point the railroad enters the Chase ranch, cutting off a corner of the famous Chase orchard, where it was necessary to cut down about thirty elegant bearing apple trees, about seventeen years old. After passing the Chase orchard the road hugs the sides of the canon, avoiding the rich agricultural lands, and crossing and re-crossing the Ponil

river many times. In fact, in the twenty-two miles of the road it will require fifty-one bridges, in addition to a number of channel changes, where the waters of Ponil will be diverted from the old course and the railroad built in their place. The engineering work in the building of the Cimarron & Northwestern is what is termed light mountain work, and when the road is completed will stand as one of the nearest achievements in railroad building in the southwest. In the twenty-two miles of road there is a climb of one thousand and four hundred feet, and the maximum grade is two per cent. The heavy traffic, of course, will all be down hill, and the capacity of the road will only be limited by the ability of the engine to hold the load back on the down run. One engine can safely handle forty loaded cars. The bridges are all designed for 100-ton engines, and the rolling stock and road bed will be the best ever used in this character of work.

In the management of the railroad are among the most progressive business men of the southwest, and their method of building railroads is somewhat of an innovation. For instance, Mr. T. A. Schomberg, who is in charge of the road, has ordered the construction of a telephone line, not only to the construction camps along the line, but also to the camps of the locating engineers, many miles in advance of the graders. Ordinarily, these camps have no communication with each other or with the grading camps and headquarters, and as a consequence much valuable time is lost, and much expense is incurred in maintaining messenger service. The Cimarron & Northwestern engineers and surveyors may communicate with each other and with the general offices of the road, in Trinidad, by telephone, at any time, and graders, bridge men, construction men, and all may be directed either from the general offices or from the office of the engineer in charge.

Another feature which will facilitate the building of the road is the ease with which material is procured. The securing of material and especially timber, has usually been one of the greatest drawbacks in modern railroad building. The material for the Cimarron & Northwestern was all purchased before even the grading contracts were let, and as a consequence immense quantities of it are arriving daily, now, and by the time

(Continued on Last Page.)

OLDEST RESIDENT OF COLFAX COUNTY DEAD

Jose A. Zamora, said to be the oldest man in Colfax county, died at his home on the Sweetwater, Tuesday, May 21, at the ripe old age of 98.

Deceased had lived for forty years in the home where he died, and in addition to a widow, leaves three children.

In the forepart of the last century the deceased encountered many thrilling experiences with the Indians, who were then in their wild state. With large parties in those days he would go over once and twice a year into the north-western part of the territory, Arizona, Utah and Colorado, on a trading expedition with the Apache Indians, and in this way obtained a living, trading grain for stock. For several years in his early life he engaged almost exclusively in buffalo-hunting, selling the hides to eastern traders. He had never used his homestead right until two years ago, at the age of ninety-six, he filed on a homestead in the southern part of Colfax county, and had he lived to make final proof on it he would have been 101 years of age. His filing, at his age, was probably one made by the oldest man in the records of the United

States land department. He was over the age of enlistment at the outbreak of the Civil War.

For a number of years he lived in the old San Andres settlement, seven miles west of this city, and when the Maxwell Land Grant Company, through the courts, instituted ouster proceedings against those settlers, he was the last one to leave.

In his day he was fearless, kind and of cheerful disposition. He wanted what was his and would fight for it, and in the same way he would assist a friend or neighbor. A typical Westerner he was, he contained all those true traits of a noble Western character. Considering his long life, spent with the jolts of an old pioneer's existence, the oft-time expressed theory that too much out door life is not healthy, does not hold good. As a rule, the very old people in New Mexico (and there is an army of them between 80 and 100 years of age) have lived the rural life with its simple existence, and this almost alone accounts for their long life.

Few of the early pioneers are left now, and those that remain are patiently awaiting the final summons.—Springer Stockman.